

## GOOD ROADS.

**Good Roads Operations Under Way in New Mexico**

## NEW MEXICO HAS \$387,000 AVAILABLE FOR CONSTRUCTION

Funds available in all of the states for the improvement of roads during the year 1914 are shown in the official Good Roads Year Book issued by the American Highway Association which is now ready for distribution. This is one of the new features of the book, which will make it invaluable to every state, county and municipal highway official. The year book discloses for the first time that appropriations by the state legislatures for road improvements in the various states are available as follows:

Alabama, \$700,000; Arizona, \$552,724; Colorado, \$275,000; Delaware, \$110,000; Idaho, \$25,000; Illinois, \$1,700,000; Iowa, \$7,310,000; Kentucky, \$25,000; Maine, \$1,540,000; Maryland, \$3,700,000; Massachusetts, \$5,872,254; Michigan, \$4,182,972; Minnesota, \$2,000,000; Mississippi, \$1,729,000; New Jersey, \$750,000; New Mexico, \$387,194; New York, \$680,000; North Carolina, \$2,365,000; Ohio, \$2,365,000; Oregon, \$3,288,000; Pennsylvania, \$3,500,000; South Carolina, \$1,000,000; Virginia, about \$2,000,000; West Virginia, \$2,286,577; and Wisconsin, \$1,200,000.

E. C. Sperry is completing his arrangements for inaugurating on May 1, a new automobile service between Trinidad and Santa Fe via Raton, Cimarron and Taos. By joint arrangement with the Santa Fe railroad company, departing to take this exhilarating 200-mile round trip, the mobile trip may take the car at the Cordilleras in Trinidad and enjoy the three-day trip by easy stages through some of the most beautiful scenery to be found in the Rockies.

## PROPOSE TO BUILD NEW ROAD ACROSS TO ROSWELL

El Paso, April 22.—That a movement is soon to be launched to make a by-pass between El Paso and Roswell was a statement made yesterday by a party of local tourists who returned from the Mexican town. The party consisted of James W. Standard, of the International Auto company; Mrs. Standard, J. F. Primm, Edwin Leftwich, John W. Wyatt, Van C. Wilson and Jake Miller, all local prominent business men.

While at Roswell the party made a thorough inspection of the town and surrounding country. They were escorted on their visit by members of the Roswell Chamber of Commerce. They visited the military institutions, the big ranches, the oil fields and farms and various other points of interest.

The party while at Roswell discussed the advisability of raising a fund of about \$100,000 with which to start the work on the boulevard. They were given much encouragement by Roswell business men and citizens, who signified their willingness to subscribe \$10,000 if the El Pasoans would contribute a like sum. This would be sufficient to make a vast improvement in the route between the Pass City to Roswell. With the road fixed up as proposed, the trip could be easily made in a day, whereas it now requires two days to make the run.

The county road board will meet here tomorrow, according to the statement of one of the members of the board, to go over the work done in the district and try to arrive at an understanding with several commissioners against the county for work done. Several hundred dollars worth of work has been done on the roads around Maxwell, and it is claimed by several members of the board that the work done was not authorized. The board will try to adjust all these matters when it takes a look at the work done.—Maxwell Mail.

**EDDY COUNTY ROAD BOARD HAS MONEY TO SPEND**

Cashed—April 22.—The Eddy county road board met last week and took a survey of the road conditions in the county. Gayle Talbot is chairman, F. L. Dearborn, secretary, H. M. Thorne, the lay member. They are all enterprising and public-spirited fellows that stop at nothing to promote the general welfare and the advancement of the county. They heard numerous complaints today about the badness of the county roads. Talbot and Dearborn are

**PERMANENT ROAD IS CHEAPEST IN THE END**

Should Cost of a Highway Be Figured in the First Year or in the Twentieth Year of Its Life.

By WILL P. BLAIR.

A Boston lawyer, Louis D. Brandeis, jars the self-esteem of railroad managers some time ago by asserting that a million dollars a day are wasted by the railroads in inefficient management. The debate that ensued has perhaps never reached any definite conclusion, but it has had the effect of calling to the attention of the railroad world as well as the shipping and consuming world one simple fact:

It is not an easy task to get money you get, but what you do with it that determines your prosperity.

Good road advocates for fifteen years past have exhausted their ingenuity and their efforts in the raising of revenue for road building. They have given America the impression that if sufficient money is forthcoming for good roads, the highway question is settled.

Meanwhile, events in New York and almost every other state in the union suggests this report from the public: "How have you spent the money that you have raised in the past?"

It cannot be claimed that road builders have wasted a million dollars, or done anything like that sum. It cannot be denied that there is a need of greatly increased road revenue, but the surest way to get road revenue, is to deserve it, and the surest way to deserve it is to be able to show that it has been so expended as to produce dollar for dollar the value that it represents.

These two elements must be taken into account: first cost and permanency, as well as a constant usable condition. The cardinal mistake made by a large number of road officials is that of counting the cost of a road as soon as it is laid, with no reckoning of its out-of-repair condition. Governor Glynn of New York riddles this policy in his annual road roads message to the legislature. In the cost at the end of ten or twenty years that should be the criterion. He says:

"New York is engaged in building 12,000 miles of road, which will wear out forty years before they are paid for."

"Unless that state makes a radical

**Rub MUSTEROLE on That Sore, Tight Chest**

Try this clean, white, soothing ointment. See how quickly it brings relief.

MUSTEROLE does all that the old-fashioned mustard plaster used to do in the days of our grandmothers, but it does it without the blister!

Doctors and nurses frankly recommend MUSTEROLE for Sore Throat, Bronchitis, Croup, Sore Neck, Asthma, Neuralgia, Congestion, Pleurisy, Rheumatism, Lumbar, Pain and Aches of the Back or Joints, Sprains, Sore Muscles, Bruises, Chilblains, Frostbite—Colds of the Chest (it prevents Pneumonia).

At your druggists, in 25c and 50c jars, and a special large hospital size for \$2.50.

Accept no substitute. If your druggist cannot supply you, send 25c or 50c to the MUSTEROLE Company, Cleveland, Ohio, and we will mail you a jar, postage prepaid.

William Niess, Sacramento, Calif., says:

Gentlemen: Enclosed please find P. O. Money Order for \$4.00 for which kindly send by return mail eight jars of 50c size Musteroles. This is my third order of Musteroles, which speaks well of its merits. Our friends and ourselves would not willingly be without it, as it has saved doctor's expenses many times.

Very truly yours,

William Niess, Sacramento, Calif.

Scheiter

May 7—Meyers vs. Meyers Co.; Mortality vs. Meyers.

May 8—Thompson vs. Krawinkel; Consolidated Liquor Co. vs. Medical.

May 9—Consumers C. C. Co. vs. Silver.

May 11—Culp-Bartt Sheep Co. vs. Barker; Ryan vs. Corrigan.

May 12—Chadwick Co. vs. Surrell & Sweet; Ray vs. Denning Ice & Electric Co.

May 13—(Criminal cases), Francisco A. Garcia, W. H. Shoot (two); Louis Sanchez, Cesario Gonzalez, Oliver F. Asael, Iris Bitter, A. Parenti, William Shoot, Mrs. Carmel Garcia, Francisco Gano, A. C. D'Alaca, Joe Trujillo, C. C. de la Hana, J. A. C. de la Hana, Sr., Tagliaferro, Lomeli and Mori.

May 15—White vs. Hoffmann.

**INDIGESTION, GAS OR SICK, SOUR STOMACH**

It costs New York approximately \$12,000 to build a mile of macadam road, which, under present traffic conditions, will not last more than 10 years. It costs a thousand dollars a year to maintain and resurface these macadam roads. And, at the end of ten years, when these roads are worn out, it will cost at least \$6,000 a mile to rebuild them.

The governor points out that interest and sinking fund charges on previous sinking funds amount to \$7,500 per year, besides the cost of maintenance and, at the end of ten years, the state will have little left to shov for the expenditure. Either the road policy of the state must be changed, he asserts, or the state faces a taxation charge equal to \$2 for every man, woman and child in the state.

The root of the trouble, the governor says, is the fact that New York never leads the lead in maintaining macadam roads which are admirably adapted for light, horse-drawn traffic of the nineties, but are unfitted to withstand the heavy auto traffic of the present day. The remedy lies in recourse to hard surface roads, among which he prefers asphalt, as the only material which has demonstrated its ability to withstand the tests of time. The cost of such roads, he contends, might be \$20,000 per mile, against \$12,000 for macadam.

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Even if New York were compelled to pay \$25,000 per mile for brick roads it would be economy to build such roads instead of macadam roads where the state highways are subjected to heavy automobile traffic.

The total expenditure for twenty years on a macadam road amounts to \$26,000 per mile. This includes \$12,000 for building, \$18,000 for maintenance and \$6,000 for rebuilding at the end of the first ten years.

The total expenditure for twenty years on a vitrified brick road amounts to \$26,000, if we allow a maximum of \$25,000 a mile for the building and \$6,000 a year for maintenance.

Governor Glynn suggests this estimate with figures showing that we last from twenty to twenty-five years and have admirably stood the test of the hardest kind of traffic." The annual cost, he finds, is "remarkably low, ranging from practically nothing to \$10 to \$50 per mile."

He continues with the recommendation that New York shale deposits be utilized and that prison labor be employed for economy's sake.

The admirable argument for permanence might be enlarged by pointing out that not merely economy but also is involved in the matter. Even if we were to make a much expenditure for impermanent roads, New York's misfortune was that of accepting the theories of the theorist, the desires for experiment and in following the accepted road practices of a dozen years ago—a practice which had been developed before the time of the automobile, and has little or no relationship to the conditions of power traffic.

A dozen other states have come to the same conclusion that New York is now forced to face. Some of them have been fortunate in reaching without so much expenditure for impermanent roads. New York's misfortune was that of accepting the visionary suggestions of the theorist.

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